

BLATZ
THE STAR
MILWAUKEE
BEER.
Per Case of 12 doz. Pints, \$25.
SOLE AGENTS—
H. PRICE & CO.

Hongkong Daily Press.

ESTABLISHED 1857

No. 13,516 號陸十壹百伍千叁萬第 日肆十式月伍年柒十二緒光

HONGKONG, TUESDAY, JULY 9th 1901.

式年禮 號玖月柒年壹零百九千壹英港香 PRICE, \$2½ PER MONTH

GOLD MEDAL PARIS 1878, 1889.
JOSEPH GILLOTT'S
PENS.
Of Highest Quality, and having
Greatest Durability are there-
fore CHEAPEST.
The Only Award, Chicago, 1893.
Numbers for use by Bankers,
Barrel Pens, 225, 226, 232,
Slip Pens, 332, 333, 287, 166, 404, 700
In Fine, Medium, and Broad Points.
The New Turned-up Point 1032.
261

CHAMPAGNE.

JULES MUMM.

A HIGH CLASS WINE.
CASE PINTS, \$50.00 QUARTS, \$45.00

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.
WINE SHIPPER SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong 13, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.
This World-renowned
FINE OLD HIGHLAND WHISKY.
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER & CO.'S
PRICE \$10.75 PER DOZEN

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong.

**HONGKONG HIGH-LEVEL TEAM-
WAYS COMPANY, LIMITED.**

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 10 minutes.
12.00 p.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 10 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 10 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
6.30 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 7.30 p.m.	Every 15 minutes.
7.30 p.m. to 8.00 p.m.	Every 10 minutes.
8.00 p.m. to 8.30 p.m.	Every 15 minutes.
8.30 p.m. to 9.00 p.m.	Every 10 minutes.
9.00 p.m. to 9.30 p.m.	Every 15 minutes.
9.30 p.m. to 10.00 p.m.	Every 10 minutes.
10.00 p.m. to 10.30 p.m.	Every 15 minutes.
10.30 p.m. to 11.00 p.m.	Every 10 minutes.
11.00 p.m. to 11.30 p.m.	Every 15 minutes.
11.30 p.m. to 12.00 a.m.	Every 10 minutes.
12.00 a.m. to 12.30 a.m.	Every 15 minutes.
12.30 a.m. to 1.00 a.m.	Every 10 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 10 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 10 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 10 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 10 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 10 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 10 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 10 minutes.
12.00 p.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 10 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 10 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
6.30 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 7.30 p.m.	Every 15 minutes.
7.30 p.m. to 8.00 p.m.	Every 10 minutes.
8.00 p.m. to 8.30 p.m.	Every 15 minutes.
8.30 p.m. to 9.00 p.m.	Every 10 minutes.
9.00 p.m. to 9.30 p.m.	Every 15 minutes.
9.30 p.m. to 10.00 p.m.	Every 10 minutes.
10.00 p.m. to 10.30 p.m.	Every 15 minutes.
10.30 p.m. to 11.00 p.m.	Every 10 minutes.
11.00 p.m. to 11.30 p.m.	Every 15 minutes.
11.30 p.m. to 12.00 a.m.	Every 10 minutes.
12.00 a.m. to 12.30 a.m.	Every 15 minutes.
12.30 a.m. to 1.00 a.m.	Every 10 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 10 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 10 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 10 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 10 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 10 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 10 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 10 minutes.
12.00 p.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 10 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 10 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
6.30 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 7.30 p.m.	Every 15 minutes.
7.30 p.m. to 8.00 p.m.	Every 10 minutes.
8.00 p.m. to 8.30 p.m.	Every 15 minutes.
8.30 p.m. to 9.00 p.m.	Every 10 minutes.
9.00 p.m. to 9.30 p.m.	Every 15 minutes.
9.30 p.m. to 10.00 p.m.	Every 10 minutes.
10.00 p.m. to 10.30 p.m.	Every 15 minutes.
10.30 p.m. to 11.00 p.m.	Every 10 minutes.
11.00 p.m. to 11.30 p.m.	Every 15 minutes.
11.30 p.m. to 12.00 a.m.	Every 10 minutes.
12.00 a.m. to 12.30 a.m.	Every 15 minutes.
12.30 a.m. to 1.00 a.m.	Every 10 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 10 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 10 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 10 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 10 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 10 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 10 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 10 minutes.
12.00 p.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 10 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 10 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
6.30 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 7.30 p.m.	Every 15 minutes.
7.30 p.m. to 8.00 p.m.	Every 10 minutes.
8.00 p.m. to 8.30 p.m.	Every 15 minutes.
8.30 p.m. to 9.00 p.m.	Every 10 minutes.
9.00 p.m. to 9.30 p.m.	Every 15 minutes.
9.30 p.m. to 10.00 p.m.	Every 10 minutes.
10.00 p.m. to 10.30 p.m.	Every 15 minutes.
10.30 p.m. to 11.00 p.m.	Every 10 minutes.
11.00 p.m. to 11.30 p.m.	Every 15 minutes.
11.30 p.m. to 12.00 a.m.	Every 10 minutes.
12.00 a.m. to 12.30 a.m.	Every 15 minutes.
12.30 a.m. to 1.00 a.m.	Every 10 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 10 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 10 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 10 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 10 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 10 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 10 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 10 minutes.
12.00 p.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 10 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 10 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
6.30 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 7.30 p.m.	Every 15 minutes.
7.30 p.m. to 8.00 p.m.	Every 10 minutes.
8.00 p.m. to 8.30 p.m.	Every 15 minutes.
8.30 p.m. to 9.00 p.m.	Every 10 minutes.
9.00 p.m. to 9.30 p.m.	Every 15 minutes.
9.30 p.m. to 10.00 p.m.	Every 10 minutes.
10.00 p.m. to 10.30 p.m.	Every 15 minutes.
10.30 p.m. to 11.00 p.m.	Every 10 minutes.
11.00 p.m. to 11.30 p.m.	Every 15 minutes.
11.30 p.m. to 12.00 a.m.	Every 10 minutes.
12.00 a.m. to 12.30 a.m.	Every 15 minutes.
12.30 a.m. to 1.00 a.m.	Every 10 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 10 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 10 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 10 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 10 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 10 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 10 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 10 minutes.
12.00 p.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 10 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 10 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
6.30 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 7.30 p.m.	Every 15 minutes.
7.30 p.m. to 8.00 p.m.	Every 10 minutes.
8.00 p.m. to 8.30 p.m.	Every 15 minutes.
8.30 p.m. to 9.00 p.m.	Every 10 minutes.
9.00 p.m. to 9.30 p.m.	Every 15 minutes.
9.30 p.m. to 10.00 p.m.	Every 10 minutes.
10.00 p.m. to 10.30 p.m.	Every 15 minutes.
10.30 p.m. to 11.00 p.m.	Every 10 minutes.
11.00 p.m. to 11.30 p.m.	Every 15 minutes.
11.30 p.m. to 12.00 a.m.	Every 10 minutes.
12.00 a.m. to 12.30 a.m.	Every 15 minutes.
12.30 a.m. to 1.00 a.m.	Every 10 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 10 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 10 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 10 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 10 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 10 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 p.m.	Every 10 minutes.

**VICTORIA
CYCLE
EMPORIUM.**

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HARVEY" and "MONOPOL" CYCLES,
and we also supply fittings of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.
MCKIRDY & CO.,
43 & 45, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$5.50 per Cask of 37½ lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901.

COLD STORAGE.
THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.
Wm. PARLANE,
Manager.
Hongkong, 17th February, 1899.

THE VICTORIA DISPENSARY HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

SPECIALITIES
AYALA CHAMPAGNE, EXTRA QUALITY.
This is one of the most Popular Brands in London. Supplied to ALL the principal
Clubs and Hotels. 2 Doz. Pints. 1 Doz. Quarts.
PRICE... \$42.00 \$40.00
ROUSSILLON CHAMPAGNE, RESERVE CUVÉE.
The Favourite Brand in NAVAL and MILITARY Messes.
PRICE... 2 Doz. Pints. 1 Doz. Quarts.
Special Rates to Messes. \$36.00 \$35.00
"DRY ROYAL" SAUMUR.
A most delicious Sparkling wine and extremely moderate in price.
PRICE... 2 Doz. Pints. 1 Doz. Qu

INTIMATION.

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A. THORNE'S BLEND... \$10.80

B. GLENROCHY, MELLOW

BLEND, a fine "Soda"

Whisky of great age... 10.80

C. ABERLOUR-GLENLIVET 12.00

D. H.K.D. BLEND of the Finest

Old Malt Scotch Whiskies 14.40



WATSON'S SPECIALITY

VERY OLD LIQUEUR

SCOTCH WHISKY

of Superb Quality and Great

Age. Pronounced by all

Connoisseurs to be the BEST

BRAND in the FAR

EAST... \$15.00

A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY.

MARRIAGE.

On the 4th July, at Shumeng, Canton, the wife of Mrs. Hsu, of a daughter.

On the 24th June, at Christ Church, Yokohama, by the Rev. A. L. Sharpe, Baptist, ROBINSON, second son of Capt. Henry ROBINSON, of 1011, England, to JESSIE NICHOLS, daughter of the late Capt. P. B. NICHOLS, of Seaport, Maine, U.S.A. No cards.

The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX ROAD, C1
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 9th July, 1901

ACCOMPANYING the Acting Harbour Master's report for the year 1900, published in the *Government Gazette*, is a very interesting diagram giving the tonnage which has entered at Hongkong from 1867 to 1900. It is a truly remarkable record of the expansion of trade at this port. Starting with the year 1867, when British shipping tonnage was between 700,000 and 800,000 tons, foreign shipping tonnage between 400,000 and 500,000, and junk tonnage (excluding local trade) between 1,300,000 and 1,400,000, we arrive at last year with British tonnage between 4,500,000 and 4,600,000, foreign tonnage between 2,400,000 and 2,500,000, and junk tonnage between 1,600,000 and 1,700,000. Roughly speaking, therefore, British shipping tonnage is six times what it was, and junk tonnage a little larger only. Many vicissitudes are recorded on this diagram. For instance, in the second year, 1868, British and foreign figures both dropped by about 100,000 tons, while junk tonnage rose between 100,000 and 200,000 tons. Small increases then followed, but in 1871 foreign tonnage just passed British, both being between 800,000 and 900,000, and the two combined went above junk tonnage for the first time. Next year British tonnage jumped to 1,200,000, while foreign tonnage dropped to between 700,000 and 800,000. An all-round decline for two years followed, after which British tonnage began to make great headway, until in 1877 it passed junk tonnage, never to be caught up again, and went over 1,800,000 tons, foreign tonnage meanwhile falling as low as 600,000 tons. 1880 saw the beginning of a rapid but steady rise for seven years of British tonnage, which grew in that period from under 1,900,000 to just 3,400,000 tons, junk tonnage in the same time reaching 1,800,000 and foreign tonnage 1,200,000 tons. Slight fluctuations followed, the

foreign figures gradually overhauling junk figures. The first plague year, 1894, had but little effect on the tonnage, for though both foreign and junk tonnage declined slightly, British on the contrary increased, and there was only a small total fall. In 1896 British tonnage amounted to over 4,300,000, and foreign tonnage to 1,800,000, less than 1,000 tons below junk tonnage, which next year it overtook. By 1898 British tonnage, after a year's depression, was over 4,300,000 again, foreign tonnage had risen to close on 2,300,000, and junk figures were between 1,800,000 and 1,900,000. In 1899 all three made slight increases, foreign shipping the most, while for last year British tonnage gained about 200,000 tons, foreign not quite 100,000, and junk tonnage fell by some 200,000 tons, the Chinese troubles having, of course, considerable effect.

We have already quoted in these columns a large part of the report giving details of last year's progress. We did not, however, quote the comparative shipping return for the years 1899 and 1900, and we may therefore refer briefly to it here. It appears from this table that British ships increased by 103 in number and 430,182 in tonnage, whilst foreign ships were 68 less in number, but 154,838 more in tonnage. Junks in foreign trade fell off by no less than 9,642 in number and 471,328 in tons. The explanation of the fact that foreign tonnage increased, while the number of ships decreased, is given by the Acting Harbour Master in the turning over of a portion of the China Merchant's fleet to the British flag, coupled with a falling off in vessels under the United States, Norwegian, and Japanese flags; while the Germans not only put on many steamers of a larger size, but also took over bodily the Scottish Oriental line. Thus the apparent anomaly in the figures disappears. The actual percentages of tonnage, ocean-going and river combined, as may be seen from what we gave of Mr. TAYLOR's report yesterday, were:—British 49.7, foreign 26.1, junks 24.2. So far the vigorous progress of British shipping has been steadily maintained. But it cannot be doubted that the vast efforts now being made by the Germans in the Far East will soon begin to tell even in the statistics of Hongkong. In 1900 the effect was felt, but it was counteracted by a falling off on the part of other foreign nations.

Manila has an illustrated Spanish periodical with the malicious title of *Manila*.

Yesterday the British transport *Glenegyle* arrived from Madras, and the *Uganda* and *Sandwich* left for Taku.

Apart from plague last week, only one case of communicable disease was notified in the colony, viz., a fatal case of enteric fever, in Victoria.

Last Tuesday afternoon two boys, named William Scott and Joseph Dromey, both about 12 or 14 years old, belonging to Shanghai families, went bathing in the Whangpoo river near the new Jardine Wharf, and in some unexplained way they were both drowned, though in quite shallow water.

H.M. surveying ship *Waterwitch* yesterday morning arrived from Labuan and will spend about a week here, taking in stores, etc. She has been engaged in surveying work on the coast of Borneo since she was last here. She now proceeds to the mouth of the Yangtze, where she will be at work for a few months, returning to Hongkong probably in October next.

There died at Milan on Saturday, at the age of 64 years, one who will be well remembered in the colony, and who was beloved alike for his happy disposition and for his large-hearted benevolence—Father Vignone, of the Roman Catholic Church. The deceased priest came out to Hongkong from Italy so long ago as 1865, and after an almost continuous residence here was compelled two years ago, through failing health, to return home. Latterly, disease of the liver developed, and though at first hope was entertained that the patient would recover, he suffered a relapse and slowly sank, dying, as has been stated, on the 6th inst. Whilst in Hongkong, Father Vignone occupied the position of military chaplain to Roman Catholics—an office that occupied almost his entire time. Though his duties in this connection were not light, he yet found time to couple with them those of Director of the Roman Catholic Reformatory at West Point, an appointment he held for about five years. Both of these offices he filled with much success, and his good work was recognised and appreciated by all, especially by the English community, who saw in Father Vignone a man worthy of the highest esteem. The deceased held two decorations—one from the Italian Government and one from the French Government. That from the Italian Government was earned through valuable services rendered in connection with a geographical expedition, and also through again serving the nation in embalmment and sending home the body of a distinguished Italian statesman and member of the Royal Family of Italy, who was touring in the Far East, and who was taken ill and died here. The decoration from the French Government was that of the Legion of Honour. Previous to becoming a priest, Father Vignone was an officer in the Italian army. Yesterday morning a special funeral service, conducted by the Right Rev. Bishop Piazzoli, was held in St. Francis's Church, and another will be held at half-past seven this morning in the Roman Catholic Cathedral, at which his Lordship will also officiate.

The foreign tax defaulters in Yokohama are reported to have responded to the final call issued by the local Mayor with the exception of Messrs. Martin & Co., who are said to refuse to comply with the call on the ground that such taxation is an infringement of the treaty.

We publish to-day on page 5 the first of a special series of eight articles on "Famous Present-day Cricketers," by Mr. W. J. Ford, one of the celebrated Ford family and a well-known writer on the game. These articles cannot, we think, fail to be of interest to all cricketers, active or on the retired list. The series will be continued weekly in our columns.

The *Ping Gazette* announces that H. E. the Officer Administering the Government in Council approves the proposed scheme for lighting a portion of George Town, as recommended by Sir W. H. P. at a cost of \$250,000, and gives his sanction in general terms to the raising of the proposed loan, pending the submission by the Municipal Commissioners, Penang, of a statement of the terms and conditions upon which it will be negotiated.

The inaugural meeting of the shareholders in the South-Panama Railway Company was held in Tokyo on the 26th ult., those present representing 66,542 shares. Baron Shibusawa, the Chairman of the Promotion Committee, reported on the work done by the Committee since the formation of the Company. The meeting then approved the appropriation for the promotion expenses of \$4,850,000, of which \$2,000,000 is to be paid to the promoters.

With reference to the outbreak of plague on the *Carle City*, the *Kobe Chronicle* informs that the vessel called at Honolulu on the way across to San Diego, and says: "While it is some months, we believe, since there were any plague cases reported at Honolulu, it is quite possible, of course, that the disease may have been contracted from plague germs there. We must wait for fuller information, however, before it is possible to come to any definite conclusion on this matter of the period of incubation. The medical knowledge of plague is still somewhat scanty."

The *Times of India* of the 15th ult. writes:—There were only eighty-six deaths from plague in Bombay last week, and the city is now free from the disease than at any time during the past six months. This satisfactory decline in the plague mortality was accompanied by a general improvement in the public health, and the total mortality fell to 84, giving a rate per mille a year of 56, as against 60 last week. Bombay has not been so healthy since the middle of December, and from this point is considerably better off than this time last year. Then the plague mortality was higher, and the general death-rate fourteen in excess of this week's figures, but we are still a long way from the re-establishment of normal conditions. The mean mortality for the past five years is just under thirty-nine, so the death-rate must come down another seventeen per thousand before the health of the city can be considered fairly good.

The precise effect of the money expended by the Indian Provincial Governments in rewards for the destruction of wild beasts and snakes has never been very clearly established. A most puzzling return bearing on this subject was recently issued from the North-West Provinces, a Bombay contemporary says. Last year the Local Government considerably increased their expenditure under this head, and a much larger number of wild animals and snakes was killed. Yet the only apparent effect was a large rise in the mortality from both causes. If the Provinces had suffered severely from the drought, this result would not be unexpected, because it is found that in years of scarcity, as the people are driven into the jungles in search of food, they are more subject to attacks from snakes and man-devouring animals. But the North-West, so far from suffering from the famine, profited largely by the high prices obtained for their produce. The increased mortality under these circumstances is inexplicable, and the Indian Government seems to be at a loss how to account for it.

The Government of India has sanctioned as a special case the grant of ninety, instead of sixty, days' privilege leave to all officers and subordinates, subject to military rules, who were or are employed on field service in China. Special privilege leave must be taken within one year from the date on which the Chinese Expeditionary Force is broken up, or from the return to India of the individual officers and subordinates concerned, whichever happens first, and will reckon from the date of embarkation if taken from China or from leaving their stations. In case of those who return to India no extra expense is to be caused to the State by the grant of this leave, and except as provided for on this order, the rules for grant of ordinary privilege leave in respect of overstays, etc., will apply to the leave, which will be granted irrespective of the season of the year, but not until the officers and subordinates can be spared. The following instructions are published for the guidance of the sanctioning authorities:—Officers and others entitled to this special leave, who have had no privilege leave last year, may be granted the full ninety days as provided for above; officers and others who are now on privilege leave may be granted the balance to complete ninety days if no privilege leave was taken last year; and those who have enjoyed a full period of sixty days this year may be granted an additional thirty days now or on the occasion of their taking the next grant of ordinary privilege leave, when they may be allowed ninety instead of sixty days, provided they took no privilege leave last year. The additional thirty days will not be granted in conjunction with the accumulated privilege leave.

Major W. L. H. Borsford, R.W.F., has been granted leave of absence from 18th May to 18th August.

Twenty-nine officers of the U. S. Volunteers in the Philippines have received commissions in the regular army.

From the 14th to the 23rd June, 25,393 rats and mice were killed in Osaka. The total number of the animals destroyed in the city from November, 1899, when the plague broke out, to the 23rd ult., was 47,079.

The number of cases of plague reported in Formosa during the week ending the 20th ult. amounted to 307, and the deaths to 269. The total number of cases since the first case was reported in Formosa amounts to 3,629, and the deaths to 2,756.

Mr. C. G. de Rougemont, the head of the Malay College at Malacca, has resigned the Government Service. Mr. R. J. Farrer is now head of the College, but will continue to act as Second Assistant Colonial Secretary—a curious combination of posts, surely.

Manila was visited by a series of slight earthquakes on the night of the 1st inst. They began SSW at 0h. 39 min. 50 sec. The greatest intensity was from N.W. to S.E. of an angular value of 1 degree 10 feet and another from N.N.E. to S.S.W. measuring 0 degree 42 feet.

It is stated from Ceylon that the Governor has granted leave for the Bow Cricket XI to visit Colombo in order to meet the local Colts C. C. this month. Mr. P. H. de Villiers will captain the Bow XI, which is said to be composed of well-known South African cricketers.

Mr. J. C. Goodchild writes to us that he, and not Mr. Ramjahn, is manager of Thomas's Grill Rooms, and says that the statement in our Police Court report yesterday might lead people to think he is dead. We are glad to learn that this is not so, and should be sorry to have conveyed a false impression, but our report was based on information received.

The life of the Public Works Department officials in the Philippines is certainly not a bed of roses. The greatest difficulty is experienced in starting and carrying out any public works at all owing to the disinclination of the Filipinos, not only of Manila, but all over the islands, to manual labour. Chinese emigration is restricted, and the ex-insurgents are too lazy to work. So public works and improvements entailing manual labour are practically at a standstill, except where soldiers are put to road-making.

The Hon. Mr. R. T. Greer, Chairman of the Calcutta Corporation, has laid the foundation-stone of the first model dwelling for the working classes, which is to be built there on the line of houses adopted by the Bombay Improvement Trust. The building will be three-storied and will consist of about sixty rooms, with the most improved arrangements for light, ventilation, and sanitation, and the cost is estimated at forty thousand rupees. If the experiment succeeds other slums will be similarly improved upon and the working classes will be provided with clean, sanitary dwellings. The Municipal Corporation have allotted two lakhs for this purpose, and it is hoped that the owners of slums will come forward and help in this excellent undertaking and thus do away with many of the insanitary dwellings in which the poor are now obliged to live.

From the subjoined letter, dated 27th June, taken from the *Manila Times*, it appears that the American authorities are at last making some headway in the abolition of the corrupt practices in vogue in its Manila Court up till very recently. In their Court of First Instance Judges, they evidently have the right man in the right place:—"To the Gentlemen Attorneys of Manila: I take much pleasure in saying that I have found here intelligent lawyers, polite and exceedingly courteous; but in view of the fact that loyalty and honesty are indispensable for the proper administration of justice, I deem it just to notify all that any intentional deception on the part of any lawyer shall be punished under the most severe penalty of the law applicable to such a case, and furthermore the offender shall be deprived of the right to practise his profession in this court. This ruling shall take effect on and after this day. (Sd.) The Judge."

THE PLAGUE.

During the 48 hours ending at noon yesterday there were reported 6 fresh cases of plague and 6 deaths (all Chinese).

Last week's figures were:—47 cases (of which 38 were in Victoria), 46 deaths. The decline of the epidemic is marked, as after two weeks of 260 cases and over and three of over 150, we have come down to 62 and 47 for the last two weeks.

The Portuguese boy named Thomas, who was admitted to the Plague Hospital a few days ago, has been discharged.

The European patients are all doing well.

Some similarities between the British and French outlook upon the rest of the world were recently pointed out by Max O'Fall. For a divided into two parts: France and the rest. The Frenchman does not despise the rest; he rather likes them. He thinks they are awfully funny, and he pities them from the bottom of his heart. For a true-born Briton the world is composed of English people and foreigners. One day an Englishman, on a visit to Paris, was in the French, in whose country he was staying, as a foreigner, and his daughter gently remarked to him: "But, father, we are foreigners here, not the French!" "We foreigners!" replied the worthy British father, "not a bit of it, we are English." Max O'Fall adds that last year he heard an English lady complaining: "Hamburg is really overrun with Germans."

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 8th July, 7.30 p.m.

TUNG FUHSIANG STILL IN FAVOUR.

A Peking despatch states that it is impossible that Tung Fuhsiang is a rebel, as he is still a strong favourite with the Empress Dowager.

INUNDATION IN KIANGSI.

A terrible inundation in Kiangsi has caused the loss of 4,000 lives.

GENERAL NEWS.

LONDON, 7th July, 1.10 p.m.

DEATH OF PRINCE VON HOHENLOHE.

Prince von Hohenlohe, who resigned the German Imperial Chancellorship in October of last year, has died at Ragaz.

THE MARKETS.

The Liverpool market has been influenced to uneasiness by the drought in Texas and Arkansas and the unreasonable rains on the Atlantic coast. The feature at Manchester has been the revival of the demand from Japan; and also heavy goods from China.

FINANCIAL CRISIS IN RUSSIA.

It is stated that financial conditions in Russia are causing considerable anxiety at Berlin. There has been a failure of the Bank of Commerce at Kharkoff, leading to many suspensions.

REUTER'S SERVICE.

LONDON, 8th July.

LORD ROSEBERRY AND THE LIBERAL PARTY.

Lord Rosebery has returned to London. The speculation as to his attitude is of intensified interest owing to the Liberal crisis.

MORE TRAIN WRECKING IN SOUTH AFRICA.

The Boers to the north of Naboomspruit have wrecked a train from Pietersburg, killing Lieutenant Best and nine men of the Gordons, and nine others.

HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUP.

Mr. Baldwin recorded his first win on this Cup on Saturday with a good 95. The following were the best cards:—

	200	500	600	Handi-	To-
	yds.	yds.	yds.	cap.	tal.
* D. Baldwin	29	35	31	—	85
* Q. M. S. Wallace	32	30	31	—	93
* C. A. Ormsby	23	29	27	12	81
F. Penning	29	31	28	6	80
H. Horley	30	31	27	—	87
Ar. Sgt. Blair	30	30	27	—	87
Sgt. Wake, R.M.L.I.	32	28	26	—	86
* J. S. West, R.E.	25	29	28	3	85
A. Mackenzie	27	29	28	—	84

* Winners of spoons.

We understand that the return match between Volunteers and Non-Volunteers will take place at Kowloon on Saturday next.

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Kiautschou* left Shanghai via Poochow on the 6th inst., and may be expected here to-morrow, a.m.

The C. P. E. steamer *Empress of Japan* arrived at Shanghai at 3.30 a.m., on the 6th inst., and left again at 10 p.m., same day, for this port, where she is due to arrive to-day, at 9 a.m.

The C. P. E. steamer *Empress of India* left Yokohama for Vancouver on the afternoon of the 6th inst.

The C. P. E. steamer *Tartar* left Vancouver on the afternoon of the 6th inst., for Hongkong, via Japan and Shanghai.

The N. Y. K. steamer *Hiroshima Maru* (Bombay Line) left Singapore for this port on the 6th inst., and is expected to arrive here on the 11th inst.

The N. Y. K. steamer *Wakana Maru* (European Line) left Shimonoseki for this port on the 6th inst., and is expected to arrive here on the 11th inst., a.m.

The A. L. steamer *Maria Valerie* left Kobe via Moji for this port on the 8th inst.

One of the American papers perpetrates this:—From the pagoda of the late Prince Li Sun What we heard strange and weird music. Turning to our guide we asked: "What causes that peculiar melody?" "Why," he explained, "that is one of the oldiers playing his loot."

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

PLAGUE AND THE PROPOSED COMMISSION OF ENQUIRY.

TO THE EDITOR OF THE "DAILY PRESS."

7th July.

SIR,—A capital idea that is of the promoters and promoters of the Petition to the Home Authorities praying for the appointment of a Commission of Enquiry. You, sir, rightly credit over the movement and have already written three leaders, in the last of which you give vent to some uneasiness and misapprehension for the fact that there is another movement for a counter-petition. If this opposition be only for opposition's sake, and proceeds from the very uncommendable sentiment of self-interest, it should be the more welcome, as it will serve to stimulate the promoters of the pre-enquiry Petition to greater exertions to make out a good, strong and unimpeachable case, materials for which are not wanting. Before your last editorial announcing the anti-petition movement, there was only one quarter of opposition to count with, namely, the official bureaucracy with their plausible pious and formidable statistics. But now the pre-enquiry party has two opponents to face and contend with. So much the better. Opposition, from whatever motive it might proceed, has, in such-like matters, almost always served as an incentive to stronger action and greater energy on the part of those to whom that opposition is offered. What should be done now? Nothing short of united action, reinforced energy and unbounded zeal would save the situation. Otherwise such a really good cause as this is in every danger of being handled half-heartedly by the authorities in Downing St., especially when they see that Hongkong is a house divided against itself. But this is a contingency easily avoidable. Let the promoters of the original Petition set to work, as surely they must have done ere this, to collect materials, gather facts and compile figures and statistics. More than that, they must secure gentlemen of standing and experience to give evidence before the proposed commission, and that evidence must not be of a superficial nature and amiable character, but it must at once be soundly unrefutable and unimpeachable and one to bring conviction home to the Authorities at home. That will be a very effective means of silencing opposition of any sort and proceeding from any quarter whatever. The next question to decide would be—who should be such chosen witnesses? All disinterested people will unite in answering—the resigned unofficial members of what is known as the Sanitary Board, but which would be more appropriately described as the Nonentity Board, so far as usefulness is concerned, though it cannot be denied that it has on it capable men, both official and non-official. It would be inadvisable to name particular names out of an array of likely and obtainable witnesses, but Mr. J. J. Francis, K.C., the Hon. T. H. Whitehead, and others of such stamp might very well be put forth as reliable witnesses to represent, and even plead the cause of Hongkong sanitation.

The above scheme has no claim to originality. Turning to India, we might find a number of commissions similar to that we are applying for at present. But there are commissions and commissions. Some have failed hopelessly others have proved little short of a solemn farce, in that recommendations were made and resolutions were formulated only to be shelved and consigned to oblivion; and others again which have succeeded in achieving some amount of success. As regards the last named, let us for an instant take the Royal Indian Expenditure Commission. The Indian National Congress, ably supported by the Indian Parliamentary Party, unceasingly agitated for an enquiry into the Indian Imperial and Provincial finances and expenditure: the authorities were moved, Parliament was convinced, and a resolution was passed for the appointment of the Commission prayed for, with Lord Welby as chairman, and others, including that veteran and eminent Indian statesman, that Grand Old Man of India, that Parsee ex-M.P., Professor Dadabhai Naoroji. Now just let us see how the Commission ended and what it achieved. Thanks to the genuine sympathy of Englishmen at home, those who had been to India, like Sir William Wedderburn, Mr. W. S. Caine, Mr. William Digby, Mr. Schwan, all M.P.'s, and those also who had not been there, it was arranged that the Commission should sit in London, examine witnesses, record their evidence and draw up a report with the necessary recommendations. The witnesses to be examined included Indian representatives from India, one from each of the large Presidency towns in the Presidencies of Bombay, Bengal, Madras and other places. Indian political associations were, from the very inception of the Royal Commission, in high glee; they were anticipating events. They had arranged for expert Indian witnesses to be sent to England to give evidence before the Commission, and they were essentially actually sent there and manfully stood the searching examination and scathing cross-examination at the hands of the individual members of the Commission. I do not pretend to say that these Indian gentlemen, men of light and leading, were infallible witnesses; a fact here or a figure there might have failed to impress the Commission as a whole or its individual members, but what we are concerned with is the result of the Commission. And what was that result? The Commission ended its sittings in due course and drew up an elaborate report which contained the self-same recommendations that those worthy Indian witnesses had gone all the way from India to England to impress upon the mind of the Commission, and which all political and educated India was earnestly praying for. Formal and authoritative orders and instructions have been issued by the Home Authorities directing and enforcing retrenchment and economy in specified directions. If, as shown above, India has succeeded, why should Hongkong not?—Yours, etc.,

A BOMBAYITE.

PHILIPPINES UNDER CIVIL RULE.

[FROM A SPECIAL CORRESPONDENT.]

Manila, 28th June.

THE BEGINNING OF CIVIL GOVERNMENT.

Civil rule is about to be installed in the Philippines with the organisations in the provinces and a central government at Manila. Nearly all of the provinces will have been organised under the Provincial Act, passed in February, the Civil Commission having visited so far for that purpose nearly 30 out of 40 of them. The most notable exception is furnished in Mindanao, where conditions of population and of resources along the south coast make it advisable at this time to substitute a civil department, to include the Jolo and other southern groups, in all of which the Filipinos are so few in number and the Moros and other tribes so numerous as to make ordinary government impracticable. Provision somewhat similar, or at any rate by special act, will be made for the supervision of some of the tribal districts of Northern Luzon. The island of Mindoro, heretofore unoccupied and to which troops have been forwarded this month, has no place in immediate plans. Samar must also be left out, because the military authorities seem to have thought until recently that the insurrection ought to wear itself out rather than be suppressed. A rule is to be organised under a separate act.

The executive head of the civil government will be William H. Taft, President of the Civil Commission. He will have a cabinet composed of the remaining members of the Commission, who will also sit with several Filipinos, to be appointed at first but perhaps afterward elected, as the chief legislative body of the islands. There will be a reorganisation of the judiciary, the Supreme Court sitting as a whole at Manila, and by divisions at Cebu and Iloilo, at times to be prescribed, for hearing appeals on questions of fact. A circuit system is ready for operation, under American judges, some of them specially brought from the United States to preside over what are locally known as Courts of the First Instance, which will correspond generally to county or superior courts. It is important that Americans hold these places, because native or Spanish lawyers in practice have become so thoroughly trained in the involved methods of the old school that the new codes and procedure will be too simple for their ready comprehension. Bench honours will be open to them when they shall have accommodated themselves to modern practice.

The chief reason to be imparted under the new rule will be that of government honestly administered. It is most important that it should be exemplary. Natives will look to Americans in office as guides to public conduct. Lessons must be imparted, to have full value, should be perfectly clear and direct. Nothing can so retard governmental progress as misconduct by Americans, who may ease their consciences with the reflection that at this distance from home they ought to make the most of their opportunities. Nothing will escape notice in view of the association of natives with Americans in affairs. How apt pupils may be in evil may be inferred from the notions drilled into them through misrule, leaving out of account reputed inborn tendencies. How well the lesson of correct observance of office obligations may be learned, is a question for experience to answer.

THE MILITARY AND CIVIL RULE.

There has been some uneasiness over supposed military jealousy of the succession of civil power. While this is true in a measure, it may be said in general that where commanders have brought their districts into pacified condition, willingness to be succeeded by civil authority is most cheerful. In such districts military supremacy has been effective largely because it was judicious, applying when needed peremptory measures, and at other times well tempered consideration. There are districts in which commanders have matters so well in hand and understand conditions so thoroughly that they feel sincerely apprehensive lest a change of authority may menace the order now prevailing. Since troops will be at hand for an indefinite period to uphold civil authority, fear of trouble on this account would seem to be needless. In districts not pacified, the military force will certainly not be reduced, and in some of these districts events have shown clearly enough that change is needed, and that even civil authority cannot be more inert or helpless than that which it will supersede. It is unfortunate for the peace of the islands that the provision was struck from the army bill which would have entitled men long in service to retire one grade above their active rank, for that would have disposed of officers whose declining careers are so consumed with heartburnings, that younger men are promoted over their heads, as to merit for useful activity, disregarding any other causes. Whatever comment may be justified on influences which at one time possibly restrained military progress in the islands, events now prove that officers who bestir themselves for peaceful conditions are the ones for whom favours and approval are reserved, and that for a time at least a share of the honours has fallen to those who earned them. The situation here in respect to the military personnel and the relation of that branch of the service to civil authority would need detailed treatment to make them clear. They serve now merely to accoutre conditions in some of the unpacified territory.

Whether opinions expressed at some of the meetings on the southern trip of the Commission, that civil government might have been advantageously established in various provinces months ago, are justified or not, the conclusion will hardly be questioned that a long step toward the welfare of the islands will have been taken when the military becomes auxiliary to the civil establishment. It would be as unfortunate

to continue military rule as to withdraw the troops. Giving full credit to the commanders for what they have accomplished, signs have everywhere appeared that it was not wholly force of arms that impelled many of the surrenders. Insurgents who have been pacified by capture or surrender are those who could become so without personal danger. In summing up military operations, it should not be overlooked that insurgents whose surrender with honours of war will not be permitted, manage to elude the troops as well as they ever did, and are still powerful for mischief. Even if all who are in were convinced of the hopelessness of their cause, it would be a violent assumption either that they were alone in that view or that they might not have remained out in spite of it. The fact is that the work of the Commission has led the people to wish to give a trial to the form of government that the Commission offers. Promises have been made most confidently in various provinces visited that order will be restored and kept through local agencies. On the eve of the return of the Commission from the south, a telegram came from Leguna, asking that civil government be established there. It is probably a safe guess that the other provinces in Luzon where military operations have not availed to restore order will come into line, trusting in the good faith of the Commission, and undertaking on their own account to suppress disorder. Should moral influence or police activity be unequal to this task, the military will no doubt be an efficient aid.

SAFEGUARDS OF GOVERNMENT.

Government in the municipalities and provinces, while in important respects autonomous, is to be surrounded by safeguards calculated to repress unworthy tendencies. Municipal officers, whether chosen by popular election or appointed by local authority, must be subject always to oversight by the provincial officers. Bonds will be required of those handling public funds, and the checks commonly used to prevent usurpation and to encourage good behaviour will be applied. Of the five provincial officers, the Governor will be the only one to be elected, and his election must be approved and confirmed by the executive authority of the islands. The Treasurer must qualify with a bond equal to the largest sum of money likely at any time to be in his hands. The Supervisor must be an engineer, and the Fiscal a lawyer. These officers, together with a Secretary, serve now in each organised province under appointment, because the first provincial election will not be held until next February.

AMERICAN & FILIPINO APPOINTMENTS.

In some of the provinces, the representatives of the municipalities who met the Commission asked that preference be given to Americans in the appointments in order that the provincial machinery might be started right. The Commission has appointed, however, more Filipinos than Americans to the office of Governor. In every instance except one, the Americans appointed were army officers, most of them volunteers whose military service is about to end. Suggestions for such appointments often came from natives, showing that officers whose semi-civil duties brought them in contact with the people, not infrequently commanded such respect and affection as to make them the choice for the performance of duties wholly civil—quite as often American appointments were to be explained by faction feeling, running so high that the Commission chose this way of steering clear of it in its own work.

There were several reasons for giving the natives preference whenever it could be done without friction. Since the Governor is to be the only one of the five provincial officers elected, the probabilities are that natives generally will hold that place. By starting with a native, the Commission may escape criticism that might otherwise possibly be leveled at it hereafter on this score. The Provincial Board for administrative purposes is to consist of the Governor, the Treasurer and the Supervisor, the last two of whom, beginning with the next official year, are to be selected under the provisions and restrictions of the Civil Service Act. In view of the high requirements that bar the way to these two offices, the probabilities are that for some years both of these offices will be held by Americans in nearly every province. The two officers will constitute a majority of the Provincial Board. In other words, the immediate control of provincial affairs will be in American hands, although natives may hold three of the five provincial offices. The Secretary is merely a recorder and keeper of records, and the Fiscal attends to law work for the province and its municipalities. In cases in which natives may cease to remain a minority in the Provincial Board, the law provides such supervisory and corrective power in the central government as to make provincial administration a dangerous undertaking. At nearly all of the meetings in provincial capitals, emphasis was laid on the prime importance of public service for the public good. Natives cannot fail to understand what is expected in this regard, or that it is the intention, so far as central authority can control, to hold strictly to the performance of his duties every public official, and they have been assured that professions are to be upheld in practice to such an extent that while their own offences will not be condoned, misconduct by American officials will be punished to the full extent of the law.

SLAVERY AND POLYGAMY.

Slavery and polygamy will need patient treatment. There are already indications that slavery may be terminated in a way that will appear voluntary. The military order which authorised persons to make complaint of slavery, or slaves to seek protection and liberty by appeal to military commanders, has had some beneficial effect. A few slaves have thus appeared and been set free. Their owners so far have made no fuss over this action. Now comes news from Zamboanga that Datto Nando there has issued a sort of emancipation edict in relation to slaves in his district. This does not mean much numerically, but it is encouraging as an indication that the problem may almost work

itself out. Much will depend upon the treatment of those who hold slaves. Since there is no reason to suppose that efforts will be made to deprive them of this property by force, the need will be for a tactful Governor in that district. Military management there has been in the main discreet. There is no tribe hostile to Americans, and many of them are quite friendly. If they shall have careful handling in the future, through civil agency, with the retention of a military force as a visible expression of power, they may become good subjects. The man who undertakes to do this will have a task that will call upon his ingenuity, his patience and his aptitude for dealing with human material that has heretofore always been unwieldy and unmanageable. It was not many years ago that the tribes were aggressive. All through the Visayas may be seen watch-towers that were built and occupied by natives as lookouts that the people might be warned of the approach of savage invaders. Moros sent out their shell fleets over seas often turbulent, usually taking back with them booty and sometimes slaves. So much has been said by everybody against the Spaniards that it is a relief to be able to give them credit for having put a stop to that as well as to the piracy that infested those waters. But the Spaniards could never do much with the tribes except defensively. The nearest they came to accomplishing results by aggression was when they laid a bed for a railroad from Iligan to Lake Lanao, in Mindanao, took two or three gunboats up to the lake and dumped them there, after shelling the people away from the shores. The railroad enterprise failed, and the Americans may fish out the gunboats should they ever wish to disperse the Moro settlement of 250,000 people at the lake. On the other hand, these very instruments may now be turned to account in a way to enlist Moro co-operation and encouragement. If the Moros could be convinced that there were no menacing intentions toward them, and that ready access to the coast, by rail or any other kind of road, would bring them trade, money, and protection, it is by no means certain that they would oppose the improvement. They are gifted with natural shrewdness, they have an eye for the main chance, and if they believe, as they say and act, that they will have fair play, there is no telling how far their disposition might be moulded for the acceptance of suggestions in relation to other things.

ROADS AND CIVILISATION.

Tribal life implies isolation. One departure from the customs that have hedged the tribes may lead to others. It might not be too much to expect a multiplication of roads, should one experiment prove fortunate. Manda's order points to the effect of good treatment in a single neighbourhood. Other neighbourhoods might follow it under similar treatment. Slow as that process may be, an attempt to force such a result would probably be slower. Moros might be reached, for their traditions make them live near the water; but other tribes that practise slavery have their habitat in the wilds, where such small bodies of white troops as are likely to be kept in the southern islands could never run them down. If polygamy is ever to be abolished it must be from enlightenment or self-interest. Talk about it at present might as well be addressed to the monkeys which share with the tribes the wilderness. There will be opportunity in that region to test the value of patience and tact as a civiliser, or to settle official opinion on the proposition that the only good savages are dead ones. It is hardly conceivable that the rich territory which the tribes occupy shall remain unexplored or undeveloped.

S. C. FARNHAM, BOYD & CO., LTD.

The following is the report of the Board of Directors presented at the first annual general meeting, held at 14, Broadway, Shanghai on the 5th July:—
Gentlemen,—In accordance with the resolutions passed at an extraordinary meeting of the shareholders of S. C. Farnham & Co., Limited, held at their head office on Friday, the 14th September last, and confirmed at a meeting of shareholders held on the 5th October last, the sale of the company's property and business to the new company has been duly completed.
In accordance with the resolutions passed at an extraordinary meeting held at the head office of S. C. Farnham, Limited, on the 5th February, 1901, the amalgamation with Messrs. Boyd & Co., Ltd., has been duly carried out.
The present company now controls the properties and business formerly belonging to S. C. Farnham & Co., Ltd., the Shanghai Engineering, Shipbuilding and Dock Co., Ltd., and Boyd & Co., Ltd.
Your directors have decided to offer to the shareholders on the register on the 12th July next, 6,900 of the 7,400 shares still unissued at the rate of Shanghai 100 to 1, each holder of seven shares being entitled to one new share.
The directors regret to place on record the death of their colleague, Mr. Geo. Peebles, which took place on the 26th December last, and further the death, on the 8th January last, of the company's late secretary, Mr. J. S. Knowles, both of whom had been connected with the old company for many years.
The net profits, after paying all charges, and writing off the greater portion of the deficit of the late Shanghai Engineering, Shipbuilding and Dock Company, Limited, are as follows:—
Head office £1,133,286.58
Branch office 154,027.16
Amounting in all to £1,287,313.74
After allowing for the interim dividend of 7 per cent. on 31,700 shares paid in January last, which absorbed £21,900, there remains for distribution the sum of £1,065,413.74.
With this amount the directors propose to deal as follows:—
A dividend of £1.21 per share £1,014,360.00
Amount to be carried to new account 51,133.74
Total 1,065,413.74
In accordance with § 99 of the Memorandum and Articles of Association, one of the directors, Mr. H. von Ruckel, retires, but, being eligible, offers himself for re-election.
The accounts have been audited by Messrs. Geo. D. Scott and J. D. Thorburn, who retire, but, being eligible, offer themselves for re-election.

POLICE COURT.

Monday, 8th July.

BEFORE MR. HAZELAND.

ILLEGAL OPIMUM.

Chief Excise Officer Spooner brought five cases of illicit opium before His Worship. The fines imposed were \$5, \$10, \$15, \$40 and \$50, respectively.

THEFT OF JEWELLERY.

Police Sergeant Gordon prosecuted Loong Ti for robbing his sister of a gold and ebony bangle, two gold rings, two jade-stone drops, and six gold beads, total value \$30. The accused was arrested in a brothel at Yumati, one hour after information of the theft had been given. The thief was sentenced to six weeks' hard labour.

STEALING A WOODEN CLOCK.

An Indian boarding house-keeper charged a countryman of his with theft of a wooden clock. Accused received fourteen days' hard labour.

RAIDING ANOTHER GAMBLING HOUSE.

Detective Sergeant Grant raided a gambling house at No. 38, Wing On Street, on Saturday night, and though the wily gamblers had scouts out to give the alarm should the police approach, the Sergeant managed to bag the victuaries of the game—sixteen in all. They had to pay \$2 a piece for their pastime.

ASSAULTING A WATCHMAN.

A private of the Royal Artillery was charged with assaulting a watchman at Shaikwan on Sunday morning.

Defendant claimed that complainant had assaulted him first, and he only struck back in self-defence, and wanted to go away, when complainant put his stick between his legs, and threw him down, afterwards striking him again on the legs.

His Worship said the assault was proven, and the defendant would have to pay a \$5 fine or do fourteen days' hard labour.

CASES OF THEFT.

One Li Hi robbed a Chinese woman of a bundle of bamboos, and received fourteen days' hard labour.

A Chinese named Ma Chaw stole some gauze clothing valued at \$8. He was forwarded with fourteen days' hard labour.

INFRAVING POSTMASTER GENERAL'S PRIVILEGES.

Lo Lung was charged by an Indian constable with infringing the exclusive privileges of the Postmaster General of the Colony, by attempting to carry away seventy letters. The constable caught defendant just as he was about to hand the letters to a Lim Yung, seeing accused carrying a parcel in a very suspicious manner, he asked him what he had there. Defendant said "Medicine." The constable not being satisfied, opened the parcel and found seventy letters.

The third clerk at the Magistracy stated that he had examined the letters. They were all applications for "Wai Sing" lottery tickets. Accused had nothing to say. He was ordered to pay a \$100 fine, or go to gaol for six weeks. The fine was paid.

BEFORE MR. KEMP.

DAMAGING HOTEL PROPERTY.

Two clerks residing at the Sailors' Home were having a good time on Sunday night, and finished by running foul of the police. The first was charged (1) with breaking a flower-stand, flowerpot, and plant, value \$3, the property of the Hongkong Hotel, and (2) with assaulting an Indian watchman in the employ of the hotel. The second defendant was also charged with assaulting the Indian watchman, and both defendants were jointly charged with disorderly conduct, and assaulting Indian P. C. 544 at the Central Police Station.

Mr. J. Haines, manager of the hotel, said he was informed at about ten o'clock by an Indian watchman that a large flower-stand had been broken in pieces, also a flowerpot, by the two defendants, whom he had given in charge. The Indian watchman was declared, and stated that the two defendants were in the passage of the hotel entrance in Queen's Road, when the second defendant knocked the flower-stand over. Witness asked him to go to the office to pay the damage, but this the second defendant refused to do. Both then assaulted the witness, one (the second) striking him on the eye and the other dealing him a blow in the side. The police arrived, and the men were taken into custody.

First defendant—I was drunk and fell against the flower-stand, but there was no assault.
Second defendant—The watchman committed the assault. He struck me over the face with a small switch he carried in his hand.

His Worship (to witness)—Did you strike either of the defendants with the switch?
Witness—No, sir.

His Worship—Did the defendants go quietly to the station?
Witness—The first man struggled with the constable, but the second went quietly.

His Worship—You say the second defendant knocked the flower-stand over. Is that so?
Witness—No, it was the first.

The Indian constable who first arrived on the scene gave evidence as to the arrest, and said the first defendant struggled.

A European constable who assisted in arresting the defendants said the first used very obscene language in the Central Station. The second defendant assaulted Indian P. C. 544 in the charge-room by striking him on the chest.

Sergeant Dymond said both men were noisy in the charge-room. The second defendant made a lunge at Indian P. C. 544, who closed, and both rolled on the ground. Witness separated them. The language used by the defendants was characterised by the witness as "the foulest he had ever heard in his life."

Defendants had no statement beyond that they had been abused.
For the defence, a Scotch engineer said an Indian constable was lying on top of the first defendant. Both defendants wanted to settle up for the damage, but the opportunity to do so was denied them, and they were marched off to the Police Station. Witness did not see the Indian watchman strike either of the defendants with his cane.

His Worship—Were the defendants drunk?
Witness—No, they weren't drunk, and they weren't sober. They were "half on."

The charges were found proven, and the first defendant was fined \$15, the second \$13.

"How the Saxons became Christians." The schoolboy for whose bona-fide the Schoolmaster vouches, tells us all about it in the following admitted composition:—"When the Saxons first came into England it was strange to them. The English said to the Romans you are strangers to us. The Romans began to fight the English. The Romans beat them. The Romans went home losing the guns and cannons of the English. The English went home sad. The next time the Saxons came into England. Then the English beat the Saxons. The English said we have beat the Saxons this time, the Romans beat us the last time. We will give them beans the next time they come."

EVERYBODY

WHO

KNOWS

ANYTHING

SAYS

THAT

CLUB

WHISKY

IS

THE

BEST.

\$12 PER DOZ.

H. PRICE & CO.

Hongkong, 1st July, 1901.

IRON FRAMED
NEW PIANOS

GUARANTEED FOR CLIMATE.

\$370 CASH

OR MONTHLY PAYMENTS.

ROBINSON PIANO CO., LD.

Hongkong, 20th May, 1901.

QUAN WAH & CO.

DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1898.

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900.

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 10 CARTRIDGES,
FIRING 10 SHOTS IN 2 SECONDS
SIEMSEN & CO.
Hongkong 3rd October, 1900.

THE CHINA AND JAPAN

TELEPHONE CO., LD.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.—

EXCHANGE LINES.

\$80 Per Annum.

PRIVATE LINES.

\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines as more than average length.

ELECTRIC SUPPLIES OF EVERY

DESCRIPTION IN STOCK.

Including:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS

ON

APPLICATION.

ELECTRIC BELL INSTALLATIONS

ERECTED AND KEPT IN

ORDER.

Estimates given for all kinds of Electrical work.
Trained Mechanics sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c.,

Apply to
W. STUART HARRISON,
Manager.
Note Address:—No. 2, Ice House Road,
Hongkong, 18th January 1898.

INTIMATIONS.

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES:—
Loaded with Powder 1/6
Powder only, and 1 oz of Shot 1/6
Primrose Cases 8/6
Pogmold Cases 8/6
Ejector Brass Cases 6/40
5 per cent. discount on orders of 1,000 and over.
Apply to
Wm. SCHMIDT & CO.,
Gunmakers,
Hongkong.

Hongkong, 27th July, 1897.

ON SALE.

THE
POLITICAL OBSTACLES
TO
MISSIONARY SUCCESS IN CHINA.

A LECTURE

BY ALEXANDER MICHIE.

PRICE 25 CENTS CASH

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.
Hongkong, 20th April, 1901.

SINGING, PIANO, MANDO-

LINE, BANJO, &c.

SIGNOR CATTANEO

has RESUMED TUITION.

TERMS \$10 per Month.
(Two Lessons per Week).
Care of ROBINSON PIANO CO.
Hongkong, 22nd April, 1901.

C. LAZARUS & CO.

60 & 61, BENTINCK STREET,

CALCUTTA.

Telegraphic Address: A.B.C. Code.
"MAHOGANY" Calcutta. 4th Edition used.

THE STANDARD

INDIAN BILLIARD TABLE.

Manufactured throughout in Calcutta and guaranteed to stand the tropical climate.
Price, complete, with accessories for Billiard.—Rs. 1,450, packed.

SPECIAL ADVANTAGE.

We take all RISKS against Breakage.

Send for our latest Price List
To Hongkong Daily Press Office.

[123-2]

A. LING & CO.

FURNITURE STORE.

PLATED GLASS & CROCKERY WARE
Also FOOCHOW LACQUERED WARE.
FURNITURE ON HIRE.

63, QUEEN'S ROAD CENTRAL.
Hongkong, 1st May, 1901.

[145]

YEE SANG & CO.

COAL MERCHANTS.

Large stocks of EVERY DESCRIPTION OF COAL.
Address—Care of Messrs. KWONG SANG & Co.
No. 144, DES VOEUX ROAD. [883]

NOW ON SALE.

IMPERIAL QUARTO
ENGLISH AND CHINESE
DICTIONARY.
WITH THE PUNY AND MANDARIN
CONVOCATION.

For comprehensive and practical service this work stands unequalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Panti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration:—
Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 10,000 whilst this work contains more than 50,000 English words, and upwards of 800,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is such that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally. It comprises upwards of two thousand large quarto pages.

A Large REDUCTION IN PRICE is made to Purchasers of SIX or more Copies.
HONGKONG.
"DAILY PRESS" OFFICE, 2, Praya Central

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-DAY (TUESDAY), the 9th July, 1901, at 2.30 P.M., at his Sale Room, Queen's Road, TWEED, SERGE, and FLANNEL in Suit Lengths, FINE BLACK and FINE FRENCH COATING, GENTS' WHITE and COLOURED SHIRTS, LADIES' DRESS MATERIALS, SILKS, LADIES' and GENTLEMEN'S BOOTS, SHOES and SLIPPERS, TENNIS SHOES, LADIES' and GENTLEMEN'S RAIN COATS and MACKINTOSHES, HAND BAGS, OVERLAND TRUNKS, WOOLLEN BLANKETS.

Ac. As. Ac.
TERMS OF SALE:—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 5th July, 1901. [1688]

PUBLIC AUCTION.

THE Undersigned has received instructions from the Registrar of the Supreme Court, to sell by Public Auction, TO-MORROW (WEDNESDAY), the 10th instant, at Noon, at their Sales Rooms, 100, Queen's Road, Under District No. 133 of 1901, THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S SIX NEW SINGERS SEWING MACHINES and ONE CARPET.

TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 9th July, 1901. [1711]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (WEDNESDAY), the 10th July, commencing at 2.30 P.M., with the following at Causeway Bay:—SIX LARGE MATSHEEDS, A Quantity of OATS, about 15 Tons; More or Less, Do. OATEN HAY, 5 " less damaged, Do. STRAW, 5 " in good condition, Do. FIREWOOD, 20 " condition, and A Quantity of EMPTY TUBS and TINS, &c.

Following the above sale on the same day a Launch will leave Causeway Bay to convey Passengers for the following lots at Kowloon, at 4.30 P.M.:—FIVE LARGE MATSHEEDS at the Causeway, erected 6 months ago, About 18 Tons OATEN HAY in good condition, in lots of about 2 Tons each, About 14 Tons RICE STRAW in good condition, in lots of about 2 Tons each, A lot of EMPTY TUBS and TINS.

At Yau-mei Pier, at 1 P.M., About 4 Tons OATEN HAY in good condition.

TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 8th July, 1901. [1674]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, ON FRIDAY and SATURDAY, the 12th and 13th July, commencing each day at 2.30 P.M., A QUANTITY OF SILK TAPESTRIES and EMBROIDERIES and SILK GAUZE (Various Colours). These Silks are all made on the Imperial Looms at Fookchow and Hangchow for Imperial use, and were stored in the Imperial Household Godowns, Peking.

The above will be on view on and after THURSDAY.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 8th July, 1901. [1713]



MITSUBISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI. A.I., A.B.C., Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 322 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 204 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 530 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING, MARINE ENGINEERING as well as in REPAIRING OF SHIPS. The COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [1695]

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER.
No. 37, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.
Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.
15 to 25 percent Discount Allowed. [1396]

FAMOUS PRESENT-DAY CRICKETERS.

BY W. J. FORD.

G. L. JESSOP.

The subject of this sketch is one of those hurricane hitters without whom no side is complete, if it can find one; when, however, the cyclone can bowl as well as bat, and can field to boot, happy is the side that has, figuratively, taken the storm to its bosom. Jessop, of Cambridge and Gloucestershire, is one of this sort. His hitting powers were a revelation to cricketers, who held that only the big and the sturdy, such as Lyons, Bonnor, Thornton and the like, were capable of enormities in the way of rapid scoring. I myself admit—and I remember the tremendous power with which little Charlwood of Essex could drive—that when Jessop was pointed out to me as Jessop, I was incredulous; when I had seen him play a few balls—if the word "play" can be strictly applied to his methods—all doubts were resolved, and gave way to astonishment. Born in 1874, Jessop is only 27 years old, and is the possessor of a short, sturdy, compact frame, more suggestive of endurance than strength; he must, however, be exceedingly muscular not only in the arms but in the back, for adopting, as he does, a low crouching attitude while he waits to receive the ball, he straightens up for his stroke wonderfully quickly, and wields his bat with tremendous vigour; few men seem to wait so long and hit so promptly. His driving, as everyone knows, is remarkable for its power, and he can cut as well as most men, but the peculiarity of his batting is the way in which he can score off balls of almost any length, in which he resembles P. J. T. Henry, the Middlesex amateur. To score 50 in an hour is his normal habit, if allowed to stay so long, and I believe he has made three figures in that time; but possibly his smartest performance was to add 67 in half an hour against the Players at Lord's in 1897, his partner, P. G. J. Ford, himself no mean hitter, being left standing comparatively still. Jessop was "discovered" for Gloucestershire, (being then, I believe, a master at Beccles School) in 1894, and was described as "having some natural aptitude for the game"; as a matter of fact he came out as a bowler rather than a batsman. Two years later he went up to Cambridge, but with all the advantage of his county experience had no extraordinary success, especially against Oxford, for though he hit very rapidly for 42 in '97, and for 49 in '99, his aggregate for his eight innings all finished was only 145, while 21 8-balls for 561 runs is not a remarkable bowling record. Not that he did some good things for his University, the most notable being a tremendous innings of 171 not out against Yorkshire in 1899; he went in fifth, batted for less than two hours, and made his full share of the total of 245, and a little more! The year 1900 undoubtedly saw him at his best, his scoring being consistently high, his hitting terrific, and his bowling exceedingly useful; in fact he performed the feat—reserved apparently for Gloucestershire men, as only Grace, Towns, and Jessop have performed it—of scoring over 2,000 runs (average over 40) and taking 104 wickets in the same season. To pile up his runs he made six centuries, 179 against Sussex being the highest (he has not yet made 200 in a big match), while against the champion Yorkshiremen he hit at Bradford two scores of 104 and 139, thus making the double century for the first time in his life. The latter innings occupied an hour and a half, and he hit Rhodes out of the ground seven times! I have never seen the Bradford ground, but the *Encyclopaedia of Sport* gives its size as 10 acres, 6 of which form the playing area, so that Gilbert Jessop must have hit pretty high and hard. It was quite in the correct order of things that he should in this, the first year of his captaincy of the county, have a career of remarkable success; anyhow it shows that the cares of office did not affect either his serenity or his abilities. His bowling is fiercely fast, but seems to possess no particular break or spin unless it gets help from the state of the ground, but fast, straight bowling that has a tendency to bump, as Jessop's has, will always meet with a good measure of success. As a fieldman he is generally posted at cover point or some of the allied positions on the off-side, where he is as sure as he is plucky, and as active as he is alert. His first year of captaincy was one of marked success, as he proved a capital general as well as a fine performer, so that under his leadership Gloucestershire moved up from ninth to seventh in the championship list. The statistically inclined reader may care to learn that he has scored 14 centuries in all in big cricket—nine for Gloucestershire, and two for Cambridge, the other three having been made at Hastings during the September cricket festival, where the somewhat limited area clearly has attractions for him.

C. B. FRY.

This famous Sussex cricketer has found all forms of athleticism within his wonderful physical powers: he can long-jump and sprint, and was President of the Oxford University Athletic Club; he is a grand footballer, a "babe" and an international, and was President of the O.U.A.F.C.; further, he is a bit of a cricketer, and was captain of the O.U.C.C. Most remarkable of all he has presided over all these institutions in one and the same year. Accident alone deprived him of a Rugby football "blue," while he had previously secured a first-class in classical "Moderations." If we add to this that he uses the pen as cleverly as he does the bat, and that he is a Court of Appeal on all athletic matters, we shall have given in brief some idea of Charles Fry's capabilities. What Oxonians thought of him may be best explained by the following story:—A relative and namesake of C.B.F. was being presented for an honorary degree at Oxford, and the Public Orator was, as is the manner, decanting on his virtues and detailing

his claims for the distinction, when the piping voice of modesty which the undergraduate can assume so appropriately when he chooses, was heard plaintively suggesting: "If you please, sir, you've forgotten to say that he's Charlie Fry's uncle." History does not record that the omission was rectified.

Charles, born in 1872, was a Repton boy, and a contemporary of the Palmists. He got all sorts of "blows" as a freshman, and made respectable scores—44 and 27—in his first "Varsity" match, as well as a century at Semmer. He also won the public up at the Queen's Club in the "Varsity" sports by jumping—long jumping—clear over the "pit." As the far end was 23 feet from the take-off, Master Charles knew at once that he had done something big, and the extent of his smile was worth seeing. Unluckily his jumping powers retrograded slightly as he got muscled, his muscles indeed, especially on the flanks, back and shoulders, are worth seeing; if Sandow took C.B.F. seriously in hand, he could probably produce a formidable rival to himself. However, to hark back to his cricket, he was rather "pasty" in the Varsity match, for though he scored well in his first year, and got a 100 not out in his third, his other four innings were 7 and 31 in '93, and 0 and 1 in '95. His century was a curious one; he played the dullest and most awkward of cricket—style is not his forte—till he had got to 83, and the last man, not a famous batsman, came in. It then occurred to Charles that he must bustle himself if he was to get his hundred, and the way in which he pulled and drove for the last seventeen runs was a treat; he just got home, and no more, for immediately afterwards his partner found that he had important and urgent business in the pavilion. Fry had not yet made himself a very great name, for at the close of this season (1894) he was summed up as "not a batsman of a very high class—his indomitable pluck several times rendered him valuable." However, though he did nothing for Oxford next year, he played for the Gentlemen with success, but for the greater part of 1895, 1896, and 1897 his appearances were rare. In 1898 he had a hand free and proved his wonderful powers, defensive and offensive; he scored six centuries, three of them against Middlesex, though in his fourth innings against that county he "took a first baller," to use the recognised slang, while Yorkshire felt the weight of his arm to the tune of 179 not out. Five centuries went to him next year, the Australians suffering at Brighton to the extent of 181, while the fact that his batting was now of a "very high class" was established by his selection for all the test matches. His form in 1900 was second only to his "frequent friend and partner," Ranjitsingh. He made nine centuries, 229 the highest, scored against Surrey as a pendant to the 125 that he had made in the first innings of the same match. He had made the double century before, but the double century with a double hundred as well is a record. But even this feat is not to be compared with his 68 and 72 made against the Players at Lord's; those were two innings of supreme merit, and would long have been talked about, so excellent was the play, had not R. E. Foster "wiped his eyes" with a brace of centuries; but Foster owed something to Fry for the patience with which he tackled some very fine bowling.

Charles Fry is not a stylish batsman, he is too muscularly powerful to be graceful, but he is commanding and sound to the last degree, and a very long as well as hard hitter; to something like 149 yards he has sent the ball, a very fair snail from hit to pitch. His defence is imperturbable, and in 1898 he learned to cut, but it is not a great stroke of his; his "hook" is admirable. His fielding is grand, and his catching sure; his sprinting saves many a boundary, but his throwing is constrained, and reminds one of a "putt." Of his bowling we will only say that it is very fast and that the county captains have ostracised him. But whether he bowls, or whether he doesn't, he's a better man to have on one's own side than on the other, for besides being the best of cricketers he is the hardest of workers, and the cheeriest of fellows. It must be added that in consecutive innings during 1900 he scored in succession 135, 68, 72, 125, 239, 110, 90, and 105; even Grace can hardly have equalled this.

Next Week: LORD HAWKE, T. RICHARDSON, AND J. BRIGGS.

THE NEED OF MUNICIPAL FREEDOM IN HONGKONG.

BY "SCRUTATOR."

With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1.

On Sale at Local Newsagents and H. BURTON'S Kowloon Store.
Hongkong, 30th May, 1901. [1333]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.
Call Flag W.

J. W. KEW,
Manager,
20, Des Vaux Road.
Hongkong, 18th December, 1900. [1486]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.
SIEMSEN & CO.,
Hongkong, 14th February, 1901. [5]

INSURANCES

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [39]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.,
Hongkong, 2nd April, 1900. [33]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [29]

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1900, £14,732,651.

I. AUTHORIZED CAPITAL, £3,000,000 0 0
SUBSCRIBED CAPITAL, 2,750,000 0 0
PAID-UP CAPITAL, 257,500 0 0
II. FUND FUNDS, 2,933,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 3rd July, 1901. [1641]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 15th August, 1887. [32]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
CAPITAL, £400,000

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [185]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT FIRE Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 29th May, 1895. [31]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÜCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [194]

"L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.
A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. [274]

"L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1838).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.,
Agents.
Hongkong, 7th February, 1901. [439]

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING will be held in the CLUB GYMNASIUM, Kowloon, on THURSDAY, 11th July, at 5.30 P.M., to receive and pass Annual Report and Statement of Accounts and to elect Officers and Committee for ensuing year.

A. DENISON,
Acting Hon. Secretary.
Hongkong, 5th July, 1901. [1689]

BAILEY & MURPHY.

CONSULTING ENGINEERS AND SURVEYORS.

60 & 62, DES VAUX ROAD.
Telephone No. 187. Telegrams "Contract."

W. S. BAILEY, M.I. MECH. E.
E. O. MURPHY, W.S. A.M.I. MECH. E.
Hongkong, 4th January, 1901. [13]

PORTLAND CEMENT

B. WHITE & BEOS
SOLE AGENTS FOR CHINA.
HOLLIDAY, WISE & CO.,
Hongkong, 16th September, 1899. [1509]

AMERICAN SYSTEM OF DENTISTRY

AT No. 399, QUEEN'S ROAD CENTRAL, CHADWICK KEW (LATE OF POATE & NORRIS).
Hongkong, 15th September, 1899. [1508]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor; 30, D'Aguiar Street. Local and Coast Port Buildings, Timber, Brick and Granite.
Mechanics engaged. Estimates given.

CHEMISTS DRUGGISTS, &c.

THE PHARMACY.
10, QUEEN'S ROAD CENTRAL. Family and Dispensing Chemists, Wines, Spirits and Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hain.

PHOTOGRAPHERS

A PONG.
The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Ice House Street.

WEE CHEUNG.
Ice House Street, Ten Floor. Permanent Enlargements, Groups, Views, etc.; Development Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STONEKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants; Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlery, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MORE & SEIMUND,
41 and 43, Des Vaux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Commission ("Grayhound Brand") and Blundell, Spence & Co's Commission.

TAILORS
R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road, Opposite Kuhn's Carlo Store.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS".
Imports of the Best Manila Cigars; 25, Pottinger Street.

WATCHMAKERS

DROZ & CO.,
10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central (R. HAUGHTON & CO.). (Nearly opposite the Hongkong Hotel).
Business Hours: 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [77]

RUINART PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May 1895. [1271]

CARBOLINEUM-AVENARIUS

USED FOR OVER TWENTY YEARS.
Thoroughly reliable preservative for Wood and Stone against White Ant, Decay, Fungus Rot, and Dampness.
Sole Agents for China: LUTGENS, EINSTAMANN & CO.,
Hongkong, 31st August, 1897. [372]

NOTICES TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship "BENGAL".
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—
From London, &c. ex s.s. *Britannia*.
From Persian Gulf, ex s.s. *B. I. S. N.* and *B. & P. S. N.* Co's steamers.

Optional goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 4th July, 1901. [11]

INDRA LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "PURITAN".

CONSIGNEES of Cargo by *Puritana* from New York are hereby notified that their Cargo transhipped at Singapore into the s.s. *Indra* has now arrived and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon.

Consignees are requested to immediately send in to this undersigned original Bills of Lading, in exchange for which they will receive local Bills of Lading on which delivery can be obtained.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 3rd July, 1901. [1677]

STEAMSHIP "ANNAM."

COMPAGNIE DES MESSEAGERIES MARITIMES.

CONSIGNEES of Cargo from London, ex s.s. *Daguerre*, and Bordeaux, ex s.s. *Ville d'Arles*, in connection with above steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 10th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th inst., or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 10th inst., at 3 P.M. No Fire Insurance has been effected.

P. DE CHAMP, LOBIN,
Acting Agent.
Hongkong, 3rd July, 1901. [2]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	GLENESE	Brit. str.	—	J. Rafferty	McGregor Bros. & Gow	On 11th inst.
LONDON	PROMETHEUS	Brit. str.	2 m	E. B. Dowell, R.N.R.	BUTTERFIELD & SWIRE	On 12th inst.
LONDON, &c. VIA PORTS OF CALL	SUNDA	Brit. str.	—	—	P. & O. S. N. Co.	On 20th inst. at Noon.
LONDON	ALCANTARA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	DRACULON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
LONDON	PELUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 26th inst.
LONDON	STENTOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
LONDON	GLAUCOS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
LIVERPOOL DIRECT	KLATSCHEU	Ger. str.	—	P. Lunschloss	MELCHERS & CO.	On 1st September.
BRISBANE, VIA PORTS OF CALL	WAKASA MARU	Jap. str.	—	J. B. McMillan	NIPPON YUSEN KAISHA	On 12th inst. at Daylight.
MAARSEILLES, LONDON & ANTWERP, S. POORE, &c.	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 15th inst. at 1 P.M.
MAARSEILLES & LONDON	SALAZAR	Freu. str.	—	Schmidt	MESSENGERS MARITIME	On 18th inst.
MAARSEILLES, &c. VIA PORTS OF CALL	SAMBA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVRE, BREMEN & HAMBURG	WUEZBURG	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE & HAMBURG	ACILIA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 28th inst.
HAVRE & HAMBURG	ALEXANDRIA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 1st Sept.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 3rd Sept.
NEW YORK VIA SUEZ CANAL	INDRANI	Brit. str.	—	Hill	JARDINE, MATHESON & CO.	On 12th inst. at Noon.
NEW YORK VIA SUEZ CANAL	Hudson	Brit. str.	—	Hill	JARDINE, MATHESON & CO.	On 14th inst. at Noon.
NEW YORK VIA SUEZ CANAL	ARARA	Brit. str.	—	Willamson	SHAW, TOMES & CO.	On 15th inst. at Noon.
SEATTLE, &c. VIA SHANGHAI, &c.	L. SCHULZ	Amr. ship	k. w.	M. J. Curnow	ARNOLD, KARRER & CO.	Quick despatch.
TRIESTE, &c. VIA PORTS OF CALL	INDUMI MARU	Jap. str.	k. w.	Borberovich	NIPPON YUSEN KAISHA	On 11th inst. at 4 P.M.
VANCOUVER, VIA SHANGHAI, &c.	MARIA VALERIE	Aus. str.	—	G. D. Bowles, R.N.R.	SANDER, WIELE & CO.	On 17th inst. at Noon.
VANCOUVER, VIA SHANGHAI, &c.	TAKIAR	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R.R. CO.	On 17th inst. at Noon.
VICTORIA, B.C., TACOMA VIA SHANGHAI, &c.	OLYMPIA	Brit. str.	—	J. Truebridge	DODWELL & CO. LIMITED	On 18th inst.
VICTORIA, B.C., TACOMA VIA SHANGHAI, &c.	OLYMPIA	Brit. str.	—	J. Truebridge	JARDINE, MATHESON & CO.	On 18th inst.
PORTLAND (OR)	INDRANI	Brit. str.	—	Hill	JARDINE, MATHESON & CO.	On 18th inst.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 18th inst. at Noon.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	—	PACIFIC MAIL S.S. CO.	On 18th inst. at Noon.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	—	Helms	BUTTERFIELD & SWIRE	On 24th inst. at 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 28th inst. at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	F. Davies	NIPPON YUSEN KAISHA	On 19th inst. at Daylight.
Kobe & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 19th inst. at Noon.
Kobe & YOKOHAMA	KANAKA MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 19th inst.
Kobe & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst.
Kobe & YOKOHAMA	KWEIFANG	Brit. str.	—	G. W. Babot, R.N.R.	P. & O. S. N. Co.	On or about 18th inst.
SHANGHAI & JAPAN	BANCA	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 19th inst.
SHANGHAI & JAPAN	COROMANDEL	Brit. str.	—	P. Grosch	MELCHERS & CO.	Quick despatch.
SHANGHAI & JAPAN	STUTTGART	Ger. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI & JAPAN	WOOSUNG	Brit. str.	—	K. Suzuki	MITSUI BUSSEN KAISHA	To-morrow.
SHANGHAI & JAPAN	MAIDZURU MARU	Jap. str.	—	S. Atsumi	MITSUI BUSSEN KAISHA	On 17th inst. at Daylight.
SHANGHAI & JAPAN	ANING MARU	Jap. str.	—	K. Sobajima	MITSUI BUSSEN KAISHA	On 17th inst.
SHANGHAI & JAPAN	DAIJI MARU	Jap. str.	—	G. T. Blackland	SHAW, TOMES & CO.	To-day, at 5 P.M.
SHANGHAI & JAPAN	PERLA	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI & JAPAN	KASHIHO	Brit. str.	—	G. S. Weigall	JARDINE, MATHESON & CO.	On 12th inst. at 1 P.M.
SHANGHAI & JAPAN	LOONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 14th inst.
SHANGHAI & JAPAN	TAIWAN	Brit. str.	—	J. Rattenbury	SHAW, TOMES & CO.	On 13th inst. at Noon.
SHANGHAI & JAPAN	DIAMANTE	Brit. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 13th inst. at Noon.
SHANGHAI & JAPAN	KAGOSHIMA MARU	Jap. str.	—	P. Brusca	CARLOWITZ & CO.	On 13th inst. at Noon.
SHANGHAI & JAPAN	BISAGO	Ital. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 19th inst. at Noon.
SHANGHAI & JAPAN	C. FELD LAEIN Z	Ger. str.	—	—	—	—

SHIPPING.

ARRIVALS.
July 7, MARIE JENSEN, German str., 1771, Hemmert, Saigon 3rd July, Rice Flour.—JENSEN & Co.
July 7, DR. HANS JUNG KIER, Norwegian str., 691, H. E. Larsen, Samsak 1st July, Timber.—EAST ASIATIC TRADING CO., LIMITED.
July 8, LOHARD, British str., 1658, G. W. Baisor, Saigon 4th July, General.—DODWELL & CO.
July 8, WATERWITCH, British surveying ship, 629, W. O. Lyse, from Labuan.
July 8, HAICHING, British str., 1167, W. Passmore, Calcutta 25th June.
July 8, DIAMANTE, British steamer, 1254, J. Rattenbury, Manila 5th July, General.—SHAW, TOMES & CO.
July 8, ST. IRENE, British str., 2474, W. H. Clements, New York 15th June, Case Oil.—ORDER.
July 8, WOOSUNG, British str., 1165, Dowson, Canton 8th July, General.—BUTTERFIELD & SWIRE.
July 8, GRUNOY, British str., 2141, Forbes Selby, Middleboro', London and Singapore 2nd July, General and Scrap Iron.—MACGREGOR BROS. & GOW.
July 8, GLENOYLE, British str., 2365, T. Darke, R.N.R., Madras 28th June.
July 8, KYOTO MARU, Jap. str., 1639, Sakurai, Karatsu 22nd June, Coal.—M. B. KAISHA.
July 8, KWANGLEE, British steamer, 1467, E. Lincoln, Shanghai 5th July, General.—CHINESE.

CLEARANCES.

At the Harbour Master's Office.
8th July.
Deonshire, British str., for Hongkong.
Hsieh Ho, British str., for Shanghai.
Queen Adelaide, British str., for Amoy.
Kaisow, British str., for Shanghai.

DEPARTURES.

7th July.
DAYBEAK, Amr. str., for Canton.
8th July.
UGANDA, British transport, for Taku.
SUMATRA, British transport, for Taku.

VESSELS IN DOCK.

8th July.
ABERDEEN DOCKS.—Union, Iris, Kohichang, Taku, Nanshan, Sangkang, Hatching, Holliswood.
COSMOPOLITAN DOCK.—Colonies, München.

SHIPPING REPORTS.

The British steamer *Diamond*, from Manila 5th July, had fine, clear weather, S.E. winds and fresh smooth sea.
The British steamer *Kiangke*, from Shanghai 5th July, experienced gentle S.W. winds, fine and clear weather and smooth sea throughout.
The British transport *Glasgow*, from Madras 26th June, had strong monsoon crossing the Bay of Bengal with high sea, overcast and cloudy weather. From Singapore light following winds and fine weather with frequent squalls and heavy rain.

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship
"PERLA"
Captain G. T. Blackland, will be despatched as above TO DAY, the 9th inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 5th July, 1901.

VESSELS ON THE BERTH

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship
"MAIDZURU MARU"
Captain K. Suzuki, will be despatched for the above ports on FRIDAY, the 10th July.
For Freight or Passage, apply to
THE MITSUI BUSSEN KAISHA,
Agents.
Hongkong, 1st July, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship
"STUTTGART"
OF THE NORDDEUTSCHER LLOYD,
Captain P. Grosch, due here with the outward German Mail about the 10th inst., will leave for the above places about 2 P.M. on arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 6th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"LOONGSANG"
Captain G. S. Weigall, will be despatched as above on FRIDAY, the 12th inst., at 4 P.M.
This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 8th July, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY.
Operating the New First Class Steamships
"INDRAVELL", "INDRAPURA",
"KNIGHT COMPANION",
between HONGKONG and PORTLAND (OR), calling at SHANGHAI, NAGASAKI, MOJI, KOBÉ and YOKOHAMA.

THE Steamship
"INDRAPURA"
will be despatched for Portland (Or) on or about the 12th July.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.
For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN TOMES & CO.,
Hongkong, 22nd June, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, PUEME AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ACRATIC PORTS).

THE Company's Steamship
"MARIA VALERIE"
Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst. P.M.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Freight, apply to
SANDER, WIELE & CO.,
Agents.
Hongkong, 1st July, 1901.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, PUEME AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ACRATIC PORTS).

THE Company's Steamship
"MARIA VALERIE"
Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst. P.M.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Freight, apply to
SANDER, WIELE & CO.,
Agents.
Hongkong, 1st July, 1901.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, PUEME AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ACRATIC PORTS).

THE Company's Steamship
"MARIA VALERIE"
Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst. P.M.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Freight, apply to
SANDER, WIELE & CO.,
Agents.
Hongkong, 1st July, 1901.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, PUEME AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ACRATIC PORTS).

THE Company's Steamship
"MARIA VALERIE"
Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst. P.M.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Freight, apply to
SANDER, WIELE & CO.,
Agents.
Hongkong, 1st July, 1901.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, PUEME AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ACRATIC PORTS).

THE Company's Steamship
"MARIA VALERIE"
Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst. P.M.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Freight, apply to
SANDER, WIELE & CO.,
Agents.
Hongkong, 1st July, 1901.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, PUEME AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ACRATIC PORTS).

THE Company's Steamship
"MARIA VALERIE"
Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst. P.M.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Freight, apply to
SANDER, WIELE & CO.,
Agents.
Hongkong, 1st July, 1901.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, PUEME AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ACRATIC PORTS).

THE Company's Steamship
"MARIA VALERIE"
Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst. P.M.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Freight, apply to
SANDER, WIELE & CO.,
Agents.
Hongkong, 1st July, 1901.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, PUEME AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ACRATIC PORTS).

THE Company's Steamship
"MARIA VALERIE"
Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst. P.M.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Freight, apply to
SANDER, WIELE & CO.,
Agents.
Hongkong, 1st July, 1901.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, PUEME AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ACRATIC PORTS).

THE Company's Steamship
"MARIA VALERIE"
Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst. P.M.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Freight, apply to
SANDER, WIELE & CO.,
Agents.
Hongkong, 1st July, 1901.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, PUEME AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ACRATIC PORTS).

THE Company's Steamship
"MARIA VALERIE"
Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst. P.M.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Freight, apply to
SANDER, WIELE & CO.,
Agents.
Hongkong, 1st July, 1901.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, PUEME AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ACRATIC PORTS).

THE Company's Steamship
"MARIA VALERIE"
Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst. P.M.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Freight, apply to
SANDER, WIELE & CO.,
Agents.
Hongkong, 1st July, 1901.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, PUEME AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ACRATIC PORTS).

THE Company's Steamship
"MARIA VALERIE"
Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst. P.M.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Freight, apply to
SANDER, WIELE & CO.,
Agents.
Hongkong, 1st July, 1901.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, KARACHI, ADEN, SUEZ, PORT SAID, PUEME AND TRIESTE.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, ACRATIC PORTS).

THE Company's Steamship
"MARIA VALERIE"
Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th inst. P.M.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Freight, apply to
SANDER, WIELE & CO.,
Agents.
Hongkong, 1st July, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
SAMBIA. HAVRE, BREMEN & HAMBURG. On 18th July. Freight.
Capt. Schmidt (Calling at Singapore and Colombo)

WUEZBURG. HAVRE & HAMBURG. On 26th July. Freight.
Capt. Schneider (Calling at Singapore and Penang)

ACILIA. HAVRE & HAMBURG. On 9th Aug. Freight.
Capt. v. Dohren (Calling at Singapore and Colombo)

ALEXANDRIA. HAVRE & HAMBURG. On 2nd Sept. Freight.
(Calling at Singapore and Penang)

SIBIRIA. HAVRE & HAMBURG. On 16th Sept. Freight and Passage.
Capt. Porzelius (Calling at Singapore and Colombo)

ANDALUSIA. HAVRE & HAMBURG. On 21st Sept. Freight.
(Calling at Singapore and Penang)

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
• QUEEN'S BUILDINGS, No. 1. 1051

Hongkong, 6th July, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
IZUMI MARU. SEATTLE, U.S.A., VIA VICTORIA, B.C., AND SHANGHAI, MOJI, KOBÉ, AND YOKOHAMA. THURSDAY, 11th July, at 4 P.M.
M. J. Curnow

WAKASA MARU. MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID. FRIDAY, 13th July, at DAYLIGHT.

HIROSHIMA MARU. MOJI, KOBÉ AND YOKOHAMA. TUESDAY, 16th July, at NOON.

IRIGO MARU. KOBÉ AND YOKOHAMA. FRIDAY, 19th July, at DAYLIGHT.

KAGOSHIMA MARU. BOMBAY, VIA SINGAPORE and COLOMBO. FRIDAY, 19th July, at NOON.

KANAKA MARU. NAGASAKI, KOBÉ AND YOKOHAMA. FRIDAY, 19th July, at NOON.

YAWATA MARU. SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE. FRIDAY, 26th July, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

Hongkong, 1st July, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR MARSEILLES AND

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	Due
GLASGOW and LIVERPOOL.	"PATROCLUS"	On 10th July.
GLASGOW and LIVERPOOL.	"STENTOR"	On 23rd July.
GLASGOW and LIVERPOOL.	"IDOMENEUS"	On 7th August.

FOR	HOMEWARDS.	TO SAIL.
LONDON	"PROMETHEUS"	On 12th July.
LONDON	"ALCINOUS"	On 23rd July.
LONDON	"DEUCALION"	On 6th Aug.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL Direct	"GLAUCUS"	On 18th July.
LIVERPOOL Direct	"PATROCLUS"	On 15th August.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL.
NINGPO and SHANGHAI.	"WOOSUNG"	On 9th July.
MANILA	"KASHING"	On 9th July.
THIENTSIN	"KWEIYANG"	On 10th July.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIWAN"	On or about 14th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th June, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.) AND SEATTLE
Callings also at Tacoma and carrying Cargo on through Bills of Lading to New York and other ports of the United States in conjunction with the GREAT NORTHERN RAILWAY CO.'S LINE.

THE Steamship
"KAISOW."
3,221 Tons, Commander G. A. Rodway, is due here on 9th July, and will have quick despatch. Consular Invoices must accompany all overland shipments.
For Rates of Freight and further Particulars apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 27th June, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship
"KINTOKU."
Sails from Seattle about the 10th of July.
"CHINGWU."
Sails from Seattle about the 24th of July.
"HYSON."
Sails from Seattle about the 10th of August.
"KAISOW."
Sails from Seattle about the 24th of August; and will be followed by the Company's regular sailings.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York; To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATTS & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 28th June, 1901.

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Company's Steamship
"GLENESK."
Captain J. Rafferty, will be despatched for the above ports on the 11th July.
For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.

Hongkong, 18th June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship

"ANPING MARU."
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 17th July, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 3rd July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 30, 1901, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 24, 1901, at DAYLIGHT.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 17, 1901, at Noon.

THE Twin-Screw Steamship
"HONGKONG MARU"
will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 30th July, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 44 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 5th July, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"HUDSON" About 1st Aug.
"HEATHBURN" About 15th Aug.
"JUPITER"
"SATSUMA"
"RICHMOND CASTLE"
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 6th July, 1901.

VESSELS ON THE BERTH
U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th Aug. at Noon.
"DORIC"	THURSDAY, 15th Aug. at Noon.
"PELU"	SATURDAY, 31st Aug. at Noon.
"CORTIC"	TUESDAY, 19th Sept. at Noon.

THE P.M.S.S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States and Europe.
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 44 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Hongkong, 3rd June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.
THE Company's Steamship

"DAIGI MARU."
Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 14th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 8th July, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"SUNDA."
Captain E. R. Dowell, R.N.R., carrying His Majesty's Mails, will be despatched for this port on SATURDAY, the 20th July, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A.L. American ship
"I. F. CHAPMAN,"
shortly expected here from KOBE, will load for the above port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & CO.,
Hongkong, 2nd July, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
L. SCHEPP, American ship, C. S. Kendall—Carlowitz & Co.
MANUEL LLAGUNA, Amr. ship, Nichols—Standard Oil Co.
SEA WITCH, American ship, Howes—Mast

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ARARA."
Captain Williamson, will be despatched for the above port on or about 15th August, and will be followed by the Steamship
"ATAKA"
on or about 15th September.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A.L. American ship
"L. SCHEPP"
will load for the above port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & CO.,
Hongkong, 3rd June, 1901.

HONGKONG.

STEAMERS.

Bianco, Italian str., 1,500, Blason, July 5.

Carlowitz & Co.

Burnside, Amr. str., 1,400, Laffin, April 14.

U.S. Government

City of Peking, Amr. str., 3,125, Smith, July 6.

P. M. S. S. Co.

Derango, German str., 1,057, Textor, July 2.

Butterfield & Swire

Derango, German str., 1,057, Textor, July 2.

Standard Oil Co.

Diamond, Brit. str., 1,225, Rattabury, July 8.

Shewan, Tomes & Co.

Dr. Hans Jorg Kiser, Norw. str., 391, Larsen, July 8.

Flamingo, German str., 1,287, Eichbarny, July 7.

Stensen & Co.

Glenburn, British str., 5,741, McGregor, July 7.

McGregor Bros. & Gow

Geary, Brit. str., 3,141, Selby, July 8.

McGregor Bros. & Gow

Hallen, French steamer, 377, Morless, June 9.

A. L. Martz

Hipsang, British str., 1,081, Crockett, July 4.

Jardine, Matheson & Co.

Hsieh H. British str., 1,082, Crawford, June 30.

Stensen & Co.

Idzumi Maru, Jap. str., 2,301, Carnow, July 7.

Nippon Yusen Kaisha

Indrapura, British str., 3,151, H. H. Hingworth, July 6.

Shewan, Tomes & Co.

Kaiser, British str., 3,529, Rodway, July 5.

Jardine, Matheson & Co.

Kaiser, British steamer, 1,249, Arnold, June 25.

Butterfield & Swire

Kashine, British str., 1,158, Sanderson, July 2.

Butterfield & Swire

Kongmin, German str., 1,115, Riegen, June 26.

McLellan & Co.

Kolschlag, German str., 1,291, Louss, June 18.

Butterfield & Swire

Kwangwei, British str., 1,167, Lincoln, July 8.

Chien

Kwangwei, British str., 1,167, Lincoln, July 8.

Butterfield & Swire

Kyoto Maru, Jap. str., 1,639, Sakurai, July 8.

M. H. Ashida

Lombard, British str., 1,658, Raiser, July 8.

Dochow & Co., Ltd.

Lounging, British str., 1,080, Weigall, July 7.

Jardine, Matheson & Co.

Macdonald, British str., 1,045, Sawar, July 4.

Jardine, Matheson & Co.

Marie Johnson, Ger. str., 1,700, Hemmet, July 7.

Johnsen & Co.

Mansuet, British str., 1,143, Welsh, June 21.

Jardine, Matheson & Co.

Mongkut, German str., 839, Gotsche, July 6.

Butterfield & Swire

Munchen, German str., 1,391, Krebs, May 28.

Melchers & Co.

Naundin, British str., 1,293, Jones, June 27.

Brad & Co.

Perla, British str., 1,234, Blaxland, July 3.

Shewan, Tomes & Co.

Oak Branch, British str., 2,004, Schell, June 12.

Dodwell & Co., Limited

Olympia, Amr. str., 1,730, Truebridge, July 6.

Dodwell & Co., Limited

Queen Adelaide, Brit. str., 1,835, McNair, June 21.

Dodwell & Co., Limited

St. Irene, British str., 2,474, Clements, July 8.

Order

Simougan, Dutch str., 1,818, Sandman, April 18.

Chien

Sulberg, German str., 782, Jessen, July 1.

Siemssen & Co.

Sungking, British str., 1,021, Moore, July 6.

Butterfield & Swire

Tanahiko Maru, Jap. str., 1,249, Kagami, July 2.

M. B. Kujala

Woosung, British str., 1,195, Dowson, July 1.

Butterfield & Swire

SAIGON, SINGAPORE, BATAVIA, COLOMBE, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 13th July, 1901, at 1 P.M. the Company's Steamship "SALAZIE" Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBE with the s.s. Australia, which vessel takes on her Passengers and Mails, leaving that port on the 27th instant direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 14th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPORIN,
Acting Agent.

Hongkong, 4th July, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

